

WEATHER FORECAST.
Fair to-day and to-morrow; moderate temperature; moderate winds.
Highest temperature yesterday, 78; lowest, 62.
Detailed weather reports will be found on editorial page.

THE NEW YORK HERALD

(COPYRIGHT, 1921, BY THE SUN-HERALD CORPORATION)

THE BEST IN ITS HISTORY.
The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

VOL. LXXXV.—NO. 360—DAILY.

NEW YORK, THURSDAY, AUGUST 25, 1921.

ENTERED AS SECOND CLASS MATTER.
POST OFFICE, NEW YORK, N. Y.

PRICE TWO CENTS

THREE CENTS
WITHIN 300 MILES
FOUR CENTS ELSEWHERE

ZR-2 FALLS IN FLAMES AT HULL, CARRYING 44 TO DEATH; 6 OFFICERS, 11 MEN OF AMERICAN CREW AMONG VICTIMS; HOBOKEN FIRE BURNS TWO PIERS, DAMAGES LEVIATHAN

5,795 BODIES OF WAR HEROES FINALLY SAVED

N. Y. Fireboats and the Newark Department Help Fight Raging Blaze as Hoboken People in Terror Prepare to Flee

DEPARTMENT OF JUSTICE SOON
ON JOB, AS PLOT IS SUSPECTED

Explosion Heard When Fire Breaks Out—
Soldiers, Whose Barracks Burn, Aid Fight
—Loss Probably \$5,000,000—Part of
30,000 Rounds of Ammunition Go Up.

A fire of such rapidity and explosive origin that the Department of Justice began investigating it before it was two hours old destroyed Piers 5 and 6 at Hoboken last night, scorched the great liner Leviathan and threatened to consume 5,795 bodies of soldiers who died in overseas service. For three hours it seemed certain that Pier 4, on which the bodies were lying, was doomed. But it, like the Leviathan, escaped with a scorching sufficient to necessitate extensive repairs. An army court of inquiry convenes in Hoboken to-day to investigate the fire.

Three New York fire boats, the New Yorker, the Duane and the William L. Strong, saved Hoboken. Before the fire had been raging an hour the Hoboken Fire Department became impotent because its water pressure failed. The Strong pumped water from the river to the land engines. Meanwhile, the Duane and the New Yorker deluged the Leviathan and Piers 4 and 7.

The United States Army barracks, located between Piers 4 and 5, were demolished. There was nothing left of Piers 5 and 6 except twisted steel. Both piers were empty. Including the structures and the army buildings, the material loss probably will be about \$5,000,000. The damage to the Leviathan was estimated at about \$100,000.

Twice the superstructure of the Leviathan was aflame. The fire boats killed these flames almost as quickly as they arose. The flag draped coffins on Pier 4 were carried to the river end of the structure before the blaze had gained great headway. Soldiers from the Thirteenth Infantry, occupying the destroyed barracks, and 400 volunteers moved the bodies out of the danger zone.

Three Theories as to Origin of Hoboken Fire.

Three theories concerning the origin were offered. One had it that crossed electric wires or faulty insulation in the tool house at the river end of Pier 5 caused the blaze. Another was that a tug was throwing hot ashes on the pier. The third rumor was that some one threw a lighted cigarette into a pile of rope near several cans of oil.

But the stories told by the two watchmen, who, hearing the shouts of the soldiers, turned in the official alarm, caused J. F. Holmes of the Newark office of the Department of Justice to start an investigation long before the fire was under control.

Col. F. P. Jackson of the Army Transport Service is assisting Holmes in the investigation. Just after 6:20 there was a puff of flame on the river end of Pier 5. McGee and Shine, the two watchmen on Pier 4, saw the flash and then heard two soldiers yell. There was an extraordinary volume of smoke at the very beginning. It was precisely 6:28 when the Hoboken Fire Department received the call. Between the time the puff of flame was first seen and the turning in of the alarm—no more than five minutes—Pier 5 was beyond saving. The fire inundated it.

So far as could be learned at a late hour, no life had been lost. As a matter of fact, only three hospital cases were known. A Hoboken fireman—James McIntyre—was hit in the stomach by a flying hose nozzle and carried to St. Mary's Hospital. Mrs. Mary Kenny of 317 Washington street—five blocks from the fire—had her arms burned when she tried to put out a fire that was consuming an awning on her house. Sparks from the blazing army barracks had fallen on the awning. She was taken to the same hospital. Fred Farrier, a member of the crew of the wrecking tug Chapman Brothers, was struck on the back by another flying nozzle. He was brought to New York and sent to the Broad Street Hospital.

Army Transports Are Rescued by Tugs.

The Army Transports Wheaton and Western Queen had been tied up to Pier 4 and were there when the fire started. Immediately tugs fastened to them and drew them out into the river. Neither was even scorched. Briefly, the damage was confined to the section bounded by Piers 6 and 4, the river and River street.

Just south of Pier 4 stands the Steneck Trust Company building and south of that the Post Office. From the former cash and paper were removed in automobiles, on which detectives rode. Trucks removed the mail from the latter. Across River street from the blazing army barracks are a great variety of warehouses, foundries, laundries and the like. It seemed certain that these were doomed, for sparks and embers fell upon their roofs in heavier volume than rain ever did. But under the direction of Deputy Chief Worth of the New York Fire Department the Hoboken firemen manned the roofs and devoted themselves to keeping the conflagration confined to the two piers and the army barracks.

Piers 5 and 6 formerly were known as 1 and 2 and were the property of the Hamburg-American line. The former was all but abandoned by the Government preparatory to turning it over to a Greek steamship corporation. Pier 6 was little better.

A strong breeze was blowing in from the river as the fire gained. Pier 5, which is older and more fragile than its neighbors, was licked up by the fire as though it had been flooded with kerosene. The soldiers reported that half of it was burning before they had found Capt. Wilbur of the Thirteenth Infantry and officer of the day.

Before Hoboken's fire apparatus had unlimbered its hose Pier 5 was doomed. The wind shifted toward the north. In an incredibly short space of time the roof of Pier 6 was burning, and here, too, it seemed as though the place had been prepared for fire. Despite all this, there was no hint of incendiarism. At least there was nothing to substantiate such hint.

Crowds Pour From Tubes as Fire Rages.

Out of the Hudson and Manhattan tube station and from north on River street after work crowds were pouring. Major Garrison, commanding the two companies of infantry stationed in the barracks lying between Piers 4 and 5, acted long before the police sized up the situation. He had his two companies—C and D—carrying their own stuff out of the barracks, which were blazing just as soon as the fire reached the shore end of Pier 5.

Then they ran down Pier 4, on which the transport Wheaton had deposited the bodies of the soldiers who died in overseas service. They carried a few of the bodies across River street to various warehouses and other business structures thereon and lined up the rest of the coffins in a manner that would make it easier to carry them out. But before the carrying squads could get any considerable number of the bodies away from the threatened pier the barracks and the storehouses comprising the army station were burning so fiercely that they were cut off by a solid

Three Dead Officers and Crew of the Dirigible ZR-2



Left to Right—Lieut. Commander V. N. Bieg, U. S. N.; Commander L. H. Maxfield, U. S. N., senior American officer on the airship, and Lieut. Henry W. Hoyt, U. S. N. American navy men who were to form the crew that was to bring the ZR-2 across the Atlantic are shown donning their flying clothes.

FIRE FIGHT GUIDED OVER POLICE RADIO

Wireless Message Rushes Fireboats in Time to Save Water Pressure.

FIRST EMERGENCY TRIAL

Marine Division Patrol Boat Receives Orders and Relays by Megaphone.

For the first time since the wireless became an instrument of communication for the Police Department it had an opportunity during the Hoboken pier fire last night to perform a real service in an emergency. Over the instruments located high up in the headquarters building, in Centre Market place, went messages to the police patrol boat John F. Hyland, the wireless station acting as a relay between the Hoboken police and Inspector James W. Hallock, who was on the patrol. Inspector Hallock in turn had the messages, some of them vital, megaphoned from the patrol to the fireboats Strong, New Yorker and Duane.

While the fire was still beyond control and the Hoboken firemen were trying to hold it in check from points several hundred feet from the piers, the water pressure suddenly gave out and the engines were unable to throw the powerful streams that were needed.

The flames began to creep back toward the city and for a few minutes the firemen were at a loss. There was no way of getting word out to the New York fireboats that they were needed inshore to operate as pumping stations for land lines. Some one thought of the wireless set at New York Police Headquarters and the Hoboken police department quickly communicated with Assistant Chief Joe Martin of the New York Fire Department, asking him to have his boats ordered to the ferry terminal nearest to the army piers.

This message was telephoned by Chief Martin to the radio station at headquarters. Policeman Michaels, who was on duty as operator during the fire, repeated it immediately to Policeman Ward, radio operator on the John F. Hyland. When it was received there Inspector Hallock had it repeated by megaphone to the commanders of the nearest fireboats, and one of them made for the Delaware, Lackawanna and Western ferry slip. The fireboat tied up there and became a pumping station for more than a dozen hose lines and

SNAP OF GIRDERS, BLOWUP, NOSE DIVE, SAYS SURVIVOR

Briton Takes to Parachute, Lands With Two Others in Humber—U. S. Men Start on Trip Without Fear, but Prepared for Accidents.

LONDON, Aug. 24.—Harry Bateman of Halifax, one of the physical laboratory assistants on the ZR-2, talking to the correspondent of the Daily Mail at Hull after the disaster, said: "I was seated in the tail of the ZR-2. She first flew over the North Sea and toward Pulham. She was in perfect flying condition until 5:30 o'clock this evening, at which time the controls on the ship were being tested while the vessel was proceeding at high speed.

"I assume that a girder broke amidships. After a few short shocks the ship began to fall and the petrol tank exploded. I saw smoke afterward up forward about the ship, which began to fall, nose downward, toward the Humber.

"Immediately after the explosion I was thrown into the cockpit at the tail of the ship. I then attached myself to a parachute and jumped overboard. The rope of the parachute, however, had caught in some wires and I was unable to extricate myself. Shortly afterward, with two other persons, I was picked up from the water by a barge and taken to the police station."

Ernest Davies, one of the British members of the crew of the ZR-2, who was saved, in an interview with the London Times at Hull said:

"We had a terrible time. It was all over in a moment. The petrol tanks exploded and volumes of smoke and fire issued from the ship.

"One of the men jumped, but I stuck to the ship and went down with the stern section, which struck a sand bank from which I was rescued.

"One of the poor fellows had no chance whatever, especially those in the control car."

By the Associated Press.
HOWEN, England, Aug. 24.—Conversations between the American officers just before they boarded the ZR-2 here yesterday morning for the flight which had such disastrous results indicated that not one of them had the slightest idea that an accident was likely to be met with during the air voyage.

"Are any of you ever troubled with thoughts of being wrecked?" the correspondent of the Associated Press asked Lieut. Marcus H. Esterly, radio officer, of Washington, just before he embarked.

"We are not worried," replied Esterly.

17 AMERICAN DEAD ON CASUALTY ROLL

Most of Them Leave Widows Here or in England to Mourn Air Accident.

BRITISH OFFICERS LOST

Air Commodore Maitland Among Group of Experienced Men Aboard Dirigible.

Special Cable to THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. New York Herald Bureau, London, Aug. 24.

Here is a list of the seventeen Americans who were lost on the ZR-2:

L. H. MAXFIELD, commander, U. S. N., 37, of St. Paul. His wife, Mrs. Harriett Page Maxfield, and two daughters are residing at Brough, near Howden. He entered naval aviation in 1914 and was a veteran seaplane pilot. He was in command of the naval air station at Falmouth, France, and received the Cross of the Legion of Honor and the United States Navy Cross, although he was in no war engagement.

EMORY W. COLL, Lieutenant-Commander, 32, of Westboro, Mass. He leaves a wife, Mrs. May Edith Coll.

VALENTINE N. BIEG, Lieutenant-Commander, 30, of Alexandria, Va. He leaves a wife, Mrs. Allen Bieg. He did destroyer duty at Queenstown in the war.

HENRY W. HOYT, Lieutenant, 31, of Seven Oaks, Fla.

CHARLES G. LITTLE, Lieutenant, 28, of Newburyport, Mass. His wife was Miss Joy Bright of Wildwood, N. J., who went to Yorkshire in October, 1920, to be married to him. She is living in Yorkshire.

MARCUS H. ESTERLY, Lieutenant, 30, of Columbus, Ohio. Leaves his wife, Mrs. Martha Esterly.

C. I. ALLER, rigger, 33, of Denver, Col.; on foreign duty.

ROBERT M. COONS, machinist, 28 years old, Owensboro, Ky.

L. E. CROWL, machinist, 25, Fort Wayne, Ind. Leaves wife, Mrs. Minnie Crowl.

J. T. HANCOCK, machinist, 31, Shields, Mich.

WILLIAM JULIUS, machinist, 27, Sedalia, Mo. Leaves wife, Mrs. Laura Julius. A daughter was born to them on August 1 in Yorkshire.

B. M. LAY, rigger, 32, Birmingham, Ala. Served in the Mexican campaign. Leaves a wife, Mrs. Mabel Lay.

A. L. LOFTIN, machinist, 34 years old, Lake Charles, La.

A. D. PETTIT, rigger, 31, Dickens City, Texas. Leaves wife, Mrs. Margaret

AIRSHIP BREAKS IN TWO WITH TWO EXPLOSIONS

Thousands Witness Tragedy 1,000 Feet Over City of Hull, England, and Rapid Plunge of Fire Wreathed Ruins Into the Humber River

COMMANDER STEERS SHIP OVER
WATER, AVERTS NEW DISASTER

Engines Are Kept Roaring to Get Away From the Town Before the Final Crash—
Some of the Crew Leap Into Space but Die in Water

Special Cable to THE NEW YORK HERALD. Copyright, 1921, by THE NEW YORK HERALD. Hull, England, Aug. 24.—The giant dirigible ZR-2, while flying over the heart of this city at 5:30 this evening, burst into flames, bucked and broke in two in midair. Then, after two terrifying explosions which shook Hull, she dropped into the River Humber and forty-four of the forty-nine persons aboard went to their deaths. All of the Americans, six officers and eleven men, were lost.

As in all great tragedies of the sea and air, there was in the loss of the ZR-2 a thrilling and outstanding display of heroism. The airship caught fire when she was directly over the centre of this populous little city and while the entire population, with eyes strained upward, stood admiring her. Had she fallen in the city, the havoc there would have been greater and more horrible than anything Zeppelin ever wrought in Hull or any other town.

But Commander Wann, with the great airship cracking in two and with the flames creeping ever nearer the fourteen great bags filled with hydrogen gas, opened wide the throttles of the six great engines of the dirigible and hurled the crippled monster in the River Humber shallows, a scant 200 yards from the pier line.

Imprisoned in a burning gauzy bird cage a mile in the air and which in a few seconds was transformed into a veritable hell, the men aboard the airship had little chance to escape. Those who did escape leaped through the traps in the main floor of the car and by the use of parachutes, which were attached to each airman's shoulders, landed safely.

The heroic conduct of the commander is held here to be beyond all praise. When he was faced with the catastrophe he bravely steered the burning ship toward the river. If he had wavered or lost his presence of mind it would have descended on the old town and probably have practically laid it in ruins. Commander Wann accomplished a magnificent deed.

The tide rose rapidly after the fall of the airship and at dark to-night every part of it was submerged.

The wreck of the ZR-2 was a terrifying scene. About 5:50 o'clock this afternoon, the airship, flying about 1,000 feet up, was first seen here. She was sailing gracefully over the west central district of the city. The sky was beautiful and there was scarcely a vestige of a breeze. She was seen to shake and then her nose dipped. A puff of smoke arose from her bow. This was followed by a spurt of flame. Thousands looked agape at the sight in the sky. Cries were heard:

"She has cut in two!"

This was true, but what had caused it it was impossible to imagine. A heavy mist seemed to hang about her. In fact, the atmosphere immediately became so hazy that the fire aboard the giant of the air was not the striking note of the spectacle.

Then six columns of smoke poured from the ship. Women screamed. Both men and women rushed to shelter, behaving just as they did during Zeppelin raids on Hull in the world war.

It seemed that just before the explosion aboard the ZR-2 she turned in a southerly direction. No doubt the captain of the airship, realizing the danger, turned toward the Humber.

Leap From Burning Mass to Their Death.

Then this is what happened: The airship took a course in line with the commercial road across the bridge, and the two halves of the dirigible, crumbling, shattered and blazing, dropped into the river midway between the piers and New Holland, on the Lincolnshire shore.

Eyewitnesses saw men leap from the burning mass, turning over before they plunged into the water. It appears that only a few parachutes were used.

About a quarter of a mile separated the two halves of the airship when they dropped into midstream. From the piers they looked like great white marionettes flopping on the surface. The half which was further away, opposite the Riverside quay, blazed on the water for some time.

The whole thing lasted only five or six minutes. Soon after the shattered airship struck the water all sorts of tugs and boats put off to render what assistance they could. Tens of thousands of persons flocked to the piers. Hundreds of conveyances from all parts of the city drove to the riverside and motor and horse drawn ambulances were rushed there.

About fifteen minutes after the ZR-2 fell to the river the few survivors were brought ashore. As they came from the Victoria pier into Neptune street the silent, surging crowd raised a cheer. The people had seemed, stupefied by the horror of the tragedy and they sought this vent for their feelings.

Three men from the wreck, including Commander Wann, were taken to the Royal Infirmary, where they were attended by doctors. The physicians report that Commander Wann's condition is extremely grave. He was badly injured about the head.

Lieut. G. W. Little died soon after he reached the hospital. A third member of the crew, named Davis, probably will recover. Plate glass windows in a score of shops in Hull were shattered by the force of the explosion. Many houses show considerable damage.

Steered Burning Craft Away From City.

THE NEW YORK HERALD correspondent is informed that the airship had been in the air thirty-four hours and was on the way to Howden when the crash came.

The city to-night is throbbing with excitement as gangs of men are clearing the broken wreckage and broken glass from the main streets and boarding the windows that were smashed.

The bodies which already have been taken to the mortuary and identified include Lieut. Marcus Esterly, U. S. N., and Capt. Montague of the Royal Flying Corps.

Several people who witnessed the disaster say that four parachutes were used, but if this is correct the men who descended in this manner were not saved. A Mr. Ellis of the Minerva Hotel was on a tug off the pier when the explosion occurred. He says that the shock was severely felt on the river.

Two water men who have been searching the wreckage have just come ashore. They say there cannot have been more than five survivors. Only one body was visible when they left and it was inextricable. The tide rose rapidly and at 8:30 o'clock every vestige of the airship had been obliterated. Crowds lingered along the waterfront until dark, although all that

Continued on Fourth Page.

Continued on Fourth Page.

Continued on Third Page.